PLANNING & DEVELOPMENT
CITY OF LAS VEGAS

...and another thing

Amazing Planning & Development factoids that will keep you riveted!
4th Quarter 2006

On the Road... *again!*

As you creep along the highway during your morning commute you notice that you're feeling a few classic road rage symptoms coming on. The rage continues as you fill your car up at the gas station where prices have recently hovered around $3 per gallon. But what can you do? You have to go to work and there are only so many means and routes that can get you there.

Few will argue that we have issues in Las Vegas with our morning and evening commutes. According to U.S. Census data, Las Vegas commute time to work increased by 5.1 minutes between 1990 and 2000, going from 20.3 minutes to 25.4 minutes. While that commute time is still lower than many large cities, the increase in time was greater than cities generally considered highly congested such as Los Angeles, New York, Chicago and San Francisco.

The data also shows that 88.9 percent of Las Vegas residents use a car to commute to work. The encouraging news is that this is down from 89.8 percent in 1990. The primary reason for the decrease is that the percentage of people using public transportation nearly doubled between 1990 and 2000. In fact, of the 20 cities listed in the U.S. Census data, Las Vegas had the greatest increase in use of public transportation at 1.9 percent. Only 2.9 percent of residents used public transportation in 1990 while 4.8 percent used it in 2000. Las Vegas also showed one of the more substantial increases in those who worked at home.

Yet, more than four out of five private vehicles in the valley have only one occupant during the commute. Experts say the increasing population in Clark County adds 100 cars per day on our already crowded roads. As of 2000, the average Las Vegas resident spent about 51 minutes per day commuting to and from work. That translates to 221 hours per year, or 9.2 days in a car, driving to and from work. Think about that for a minute. If you work for 30 years, that's 276 days you spend driving to and from work. Yikes! Aside from the time lost, the average automobile emits 1.36 pounds (621.7 grams) of carbon

monoxide (CO) during the daily commute. In 2003, approximately 94 percent of the CO in the Las Vegas Valley was caused by motor vehicles.

As more vehicles are added to the already crowded conditions, what can be done to ease the congestion on the highways and perhaps more importantly, what's in it for you and me? Many of the valley's jurisdictions support the Regional Transportation Commission's Club Ride program which promotes the value of alternative modes of transportation including public transportation, biking, carpooling and other unique forms of commuting as seen in pictures! City of Las Vegas employees enrolled in Club Ride are eligible for prize drawings that include trip packages and those that carpool get reserved parking.

The general benefits of carpooling are numerous. Each vehicle taken off the road reduces CO emissions by approximately 1.4 pounds per day. In terms of one's wallet, it lessens the amount of fuel consumed potentially by half, more if greater than two people share a ride. Given the average commute, for two people, at 20 miles per gallon, the savings would be approximately 160 gallons of fuel per year, or, at current prices, about $450 annually. You can apply roughly the same savings to using public transportation as well.

And speaking of public transportation, there are 418 miles of fixed route bus service within the city. Most residents are in close proximity to a bus route; 85.2 percent of all Las Vegas households are within one-half mile of a bus stop. But wait. There's more! 272.9 miles or 21 percent of the 1,282 miles of streets in Las Vegas are designated bicycle compatible. Most of those bicycle-compatible lanes are on or near a major street. About one-third or 83.6 miles of the bicycle-compatible streets currently have a bicycle route/lane. Citizens Area Transit (CAT) routes typically run along major streets (bicycle compatible!) and most buses are equipped with carriers for bicycles, making integrating the two transit modes easy.

So let's sum this up. By using an alternative method instead of driving alone in your car you can save money, reduce miles (wear and tear) on your vehicle and lower emissions. Sounds good!

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Prepared by Richard Wassmuth, statistical analyst II.
For more information, contact Tina Past, 702-229-2343 tpast@lasvegasnevada.gov

Drive Alone to Work

City	1990	2000	Change
New York	24.0%	24.9%	0.9%
Washington, DC	35.3%	38.4%	3.1%
San Francisco	38.5%	40.5%	2.0%
Boston	40.1%	41.5%	1.4%
Philadelphia	44.7%	49.2%	4.5%
Chicago	46.3%	50.1%	3.8%
Seattle	58.7%	56.5%	-2.2%
Portland	65.0%	63.7%	-1.3%
Los Angeles	65.2%	65.7%	0.5%
Denver	68.7%	68.3%	-0.4%
Dallas	72.5%	70.8%	-1.7%
Tucson	69.8%	71.0%	1.2%
Phoenix	73.7%	71.7%	-2.0%
Houston	71.7%	71.8%	0.1%
North Las Vegas	64.3%	72.0%	7.7%
Reno	71.7%	72.6%	0.9%
Las Vegas	**74.0%**	**73.8%**	**-0.2%**
San Diego	70.7%	74.0%	3.3%
Albuquerque	78.0%	77.7%	-0.3%
Henderson	81.5%	82.1%	0.6%

Car Pool to Work

City	1990	2000	Change
New York	8.5%	8.0%	-0.5%
Boston	10.5%	9.2%	-1.3%
San Francisco	11.5%	10.8%	-0.7%
Henderson	12.9%	10.9%	-2.0%
Washington, DC	12.1%	11.0%	-1.1%
Seattle	11.8%	11.2%	-0.6%
Portland	12.9%	11.9%	-1.0%
San Diego	12.8%	12.2%	-0.6%
Albuquerque	12.1%	12.5%	0.4%
Philadelphia	13.2%	12.8%	-0.4%
Denver	13.1%	13.5%	0.4%
Reno	12.8%	14.3%	1.5%
Chicago	14.8%	14.5%	-0.3%
Los Angeles	15.4%	14.7%	-0.7%
Las Vegas	**15.8%**	**15.1%**	**-0.7%**
Tucson	14.8%	15.7%	0.9%
Houston	15.5%	15.9%	0.4%
Phoenix	15.1%	17.4%	2.3%
Dallas	15.2%	17.8%	2.6%
North Las Vegas	25.7%	19.5%	-6.2%

Use Public Transportation

City	1990	2000	Change
Albuquerque	2.0%	1.7%	-0.3%
Henderson	0.5%	1.7%	1.2%
Phoenix	3.3%	3.3%	0.0%
Tucson	4.2%	3.5%	-0.7%
San Diego	4.2%	4.2%	0.0%
Reno	5.5%	4.4%	-1.1%
North Las Vegas	3.9%	4.4%	0.5%
Las Vegas	**2.9%**	**4.8%**	**1.9%**
Dallas	6.7%	5.5%	-1.2%
Houston	6.5%	5.9%	-0.6%
Denver	8.0%	8.4%	0.4%
Los Angeles	10.5%	10.2%	-0.3%
Portland	11.0%	12.3%	1.3%
Seattle	15.9%	17.6%	1.7%
Philadelphia	28.7%	25.4%	-3.3%
Chicago	29.7%	26.1%	-3.6%
San Francisco	33.5%	31.1%	-2.4%
Boston	31.5%	32.3%	0.8%
Washington, DC	36.8%	33.2%	-3.6%
New York	53.4%	52.8%	-0.6%

Mean One-Way Commute Time (Minutes)

City	1990	2000	Change
Reno	15.6	17.9	2.3
Albuquerque	18.0	20.4	2.4
Tucson	19.2	21.6	2.4
Portland	19.6	23.1	3.5
San Diego	19.5	23.2	3.7
Henderson	22.0	23.6	1.6
Denver	20.1	24.5	4.4
Seattle	21.1	24.8	3.7
Las Vegas	**20.3**	**25.4**	**5.1**
Phoenix	22.4	26.1	3.7
Dallas	23.4	26.9	3.5
Houston	24.2	27.4	3.2
North Las Vegas	21.9	27.4	5.5
Boston	24.4	28.8	4.4
Los Angeles	25.6	29.6	4.0
Washington, DC	26.4	29.7	3.3
San Francisco	25.9	30.7	4.8
Philadelphia	26.9	32.0	5.1
Chicago	31.0	35.2	4.2
New York	35.6	40.0	4.4

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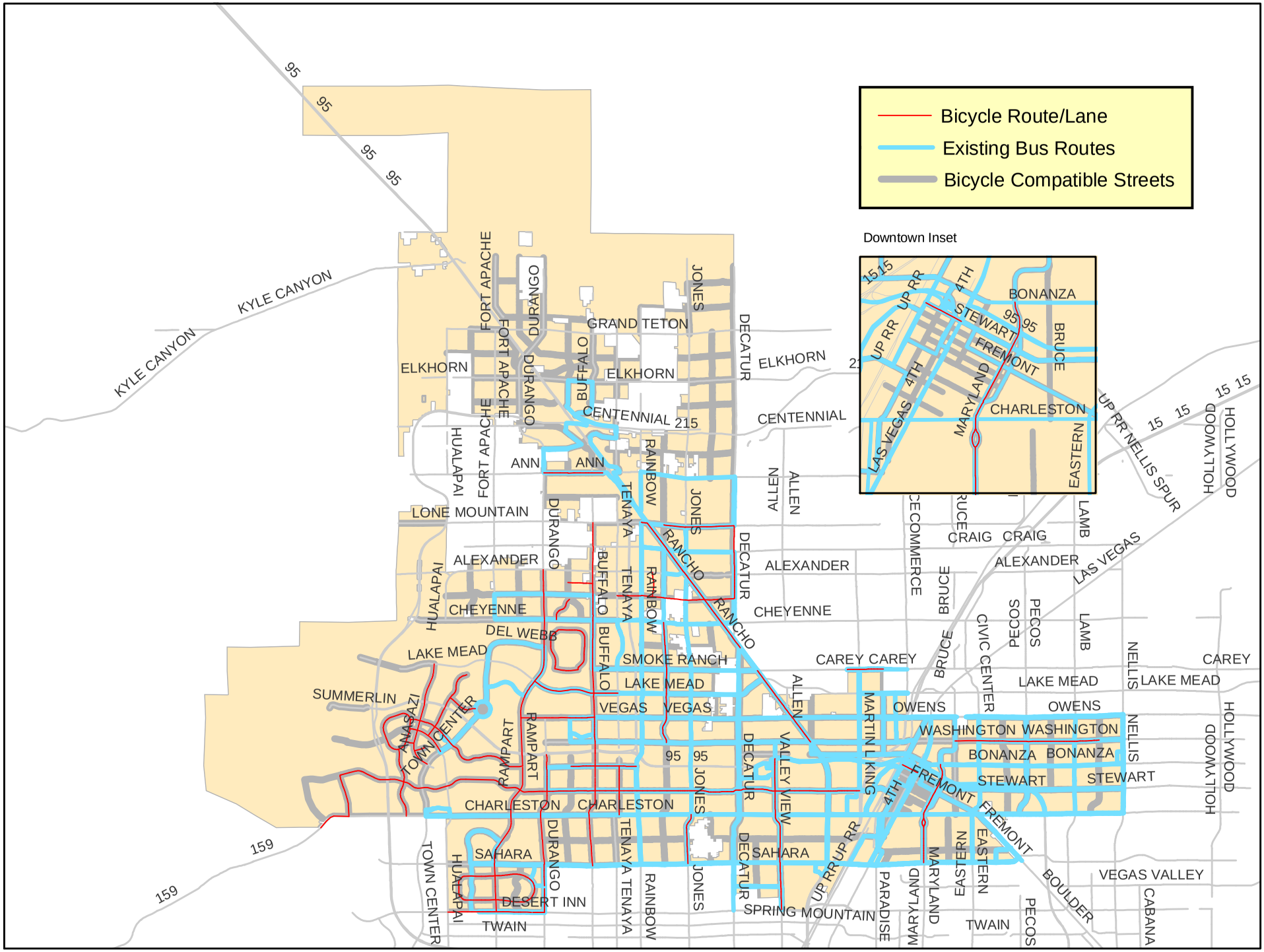
Bicycle Route/Lane
Existing Bus Routes
Bicycle Compatible Streets
Downtown Inset
KYLE CANYON
FORT APACHE
DURANGO
BUFFALO
JONES
DECATUR
GRAND TETON
ELKHORN
CENTENNIAL
215
HUALAPAI
ANN
RAINBOW
ALLEN
LONE MOUNTAIN
TENAYA
RANCHO
ALEXANDER
CHEYENNE
DEL WEBB
LAKE MEAD
SMOKE RANCH
SUMMERLIN
ANASAZI
TOWN CENTER
RAMPART
VEGAS
VALLEY VIEW
CHARLESTON
SAHARA
DESERT INN
TWAIN
SPRING MOUNTAIN
UP RR
MARTIN L KING
4TH
FREMONT
STEWART
BONANZA
WASHINGTON
OWENS
CAREY
CRAIG
LAMB
BRUCE
CIVIC CENTER
PECOS
NELLIS
EASTERN
MARYLAND
PARADISE
BOULDER
VEGAS VALLEY
CABANA
HOLLYWOOD
LAS VEGAS
CE COMMERCE
UP RR NELLIS SPUR
159
95